

LITTLE DANGER OF BOAT HORROR ON DELAWARE

Every Precaution Observed, Inspectors Say, to Prevent Accidents Here.

Possibilities of Disaster Are Many, but Probabilities Are Very Few in View of Strict Adherence to Code of Safety Rules.

There is small danger of a steamboat catastrophe here, the officials and experts of the Delaware River here, according to steamboat experts in this city.

It was pointed out that in river boats, necessity of slight draft, the center of gravity is not sufficiently low to permit any great shifting of weight. Faulty ballast might make a boat capsize.

About five inspections a year are made by the United States coast inspectors, however, and sometimes special additional inspections are made. Everything possible is done to safeguard the lives of excursionists. Life preservers, sails, rollers, fire apparatus, fire pumps, and other equipment or parts of the boat are examined and tested.

RIGID BALLAST TESTS. Rigid ballast tests are made on all boats built for Delaware River traffic, and for boats brought in from other cities. All the boats are required to have more life preservers on board than the number of passengers it can carry. A strict limit as to the number of passengers is set, and all steamboat men are required to keep inside this limit.

Steamboat men say that frequently tide, wind or even a leak in a passenger boat cause disaster. In the case of a boat in poor condition it may cause only a slight list. If there is a leak that has let in some water, this weight, added to that of the passengers, will cause the boat to overturn.

Captain Horace Wilson, head of the Wilson line, which runs four boats between Philadelphia and Wilmington, said that the boats on the Delaware are in general around Philadelphia were as safe, if not safer, than those anywhere else. Two of the boats on his line, the City of Philadelphia and the City of Wilmington, he said, could accommodate 1800 persons, and that frequently the entire load had been concentrated on the upper decks without accident. He attributed the safety of the boats to the rigid inspections that are frequently made and the careful ballasting of the boats.

He said that the Eastland, the largest excursion boat on the Delaware, was of shallow draft, high build and extremely unstable.

Officials of the Ericsson Line to Baltimore from this port and the Delaware River Transportation Company, which operates to Trenton, said that conditions of boats on their lines and others operating up and down the Delaware River were better than at other ports. Both lines set a limit on capacity greater than that set by the steamboat inspectors.

CHICAGO ACCIDENT MYSTERY. It was said that the possible causes of the accident at Chicago are so numerous that it would be futile to speculate on the real reason until an investigation has been made. Experts are said by experts to be the safest possible river craft. They are of the type known as "turtle backs," and virtually unsinkable. It also is next to impossible to capsize them.

GUARD CRITICISED BY INSPECTOR GENERAL

Colonel Sweeney Dissatisfied With Decrease in Attendance and Efficiency.

HARRISBURG, July 24.—The outstanding feature of the report of Colonel Frank M. Sweeney, inspector general of the National Guard of Pennsylvania, of the condition of the Guard as shown by the annual inspections last winter, is the complaint which he makes about attendance. Colonel Sweeney's report, which was made public today through a general order issued at the Adjutant General's Department, says that company commanders "either at a lax in discipline, or because of their own indifference, have ceased to be identified with the Guard and therefore not available for military duty in order to maintain their organization at the required minimum."

Colonel Sweeney also remarks that the Guard, especially the infantry arm, is not materially increasing in efficiency, and adds that this may be attributed in part to the small attendance at drill during the year.

State property in the hands of the Guard, company books and papers and the discipline of the body as a whole the inspector general says as being in a satisfactory condition.

The inspection upon which these findings are based was made on a new method of rating units. Colonel Sweeney is convinced that an improvement, instead of the numerical rating heretofore used, organizations attaining the required average, he was merely marked "satisfactory." Upon this subject Colonel Sweeney says:

"While the method of numerical rating may not be perfect, it is the best ever devised for National Guard use. It inspired the officers and through them, the men, to greater effort in endeavor to secure for the company the highest rating in its regiment, or in the guard at large—a result highly beneficial, both to the organization immediately affected, and to the service in general."

Colonel John P. Wood, acting inspector of cavalry, who made the first inspection of the cavalry units since they were united in a regimental organization, notes that most of the troops are without adequate accommodation for the proper care of public property, and have not sufficient room for drill purposes. He also urges that attention be given to more mounted drills in all of the troops.

State Training 335 Teachers. HARRISBURG, Pa., July 24.—The State is training 335 teachers to take positions in the continuation schools to be organized January 1, when the new child labor law goes into effect, according to reports from various points where the summer schools are in operation. Dr. T. H. Sweeney, secretary of the State Board of Education, reports that Principal W. C. Ash is 31 instructors in his classes at Philadelphia, W. S. Mackey, 30 at Reading, J. H. Fulton, 15 at Scranton, C. D. Koch, 3 at Allentown, and John Thompson, 6 at Pittsburgh.

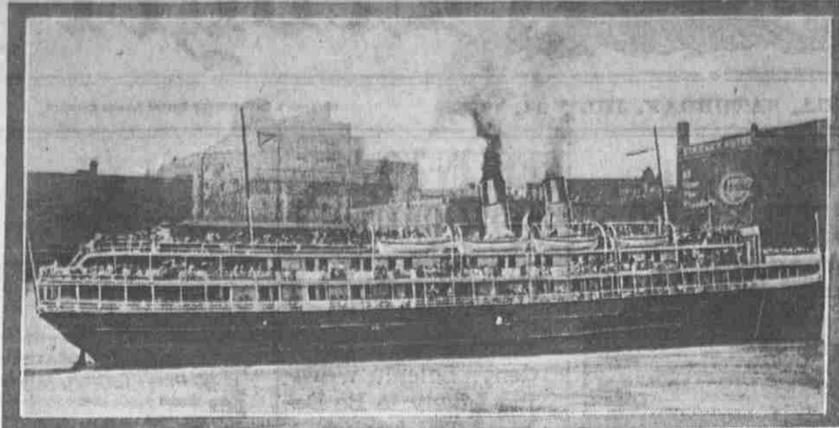
Start Work on Vase Home. "Work will be started in a few weeks on the new vase of the State Board of Education, which is to be placed in the new building at 300-310 South Broad street. The new vase will be a double-headed eagle, and will stand on a base of 100 ft. It is expected to be finished by the end of the year."

Miss Sweeney, one of the girls who was saved, praised the action of the men on board the steamer.

"The men were everywhere trying to help the women," she said. "Truly they proved their courage and kindness. It was another case of 'Women and children first' that was a chance to be saved. I am sure that the men will be remembered for their bravery."

Edward Kiefer, an 11-year-old Philadelphia boy, was swept into the water when the rush came, but he swam to the shore and was dragged up the dock by a policeman.

EXCURSION STEAMBOAT OF TYPE WHICH SANK AT CHICAGO



The Eastland was a three-decker of roomy dimensions and supposedly safe construction. The Chicago River at Clark street in summer is incessantly crowded with excursion craft of all kinds, the cheap trips on Lake Michigan being exceedingly popular. The spot where the steamer sank is only a few blocks from the business centre of the city.

HUNDREDS DROWNED WHEN BOAT CAPSIZES IN THE CHICAGO RIVER

Continued from Page One. Any information will be heard at the inquest.

With acetylene torches, electric lights and steel saws, a large force of men worked untiringly to open wide the vents in the steel hull of the vessel. Meanwhile, others were working inside the hull, fastening bodies to ropes which were drawn through the portholes and jagged openings cut by the saws.

The first two bodies identified were those of Mrs. Charles E. Campbell, found submerged in her stateroom, and Miss Pauline Zantak, taken from the hold.

A second tragedy was narrowly averted when the police discovered that the crowded Clark street bridge beyond the safety point. The bridge was sagging when a squad of police made the crowd move.

Police Captain Denman and his men had a terrific struggle with friends and relatives of the victims of the disaster, who refused about the narrow landing frantic to reach the capsize boat. The policemen beat the crazed mob back with clubs. Every time a new group was rescued from the water, the crowd on the bridge would be drawn back.

Many persons suffered bruised heads in the battle with the police. A crowd of police and hospital ambulance within a radius of more than a mile was rushed to the Clark street bridge. As fast as tugboats and small craft in the neighborhood could bring up a boat, they were loaded in the ambulances and patrol wagons and rushed to the nearest hospital.

Three huge dredges were put to work in an effort to stand the Eastland on end. To prevent possibilities of bodies being swept down the river, orders were issued at the great pumping stations, which force the water from the lake to the drainage canal, to reverse the process sufficiently to make the water stagnant.

Two city divers went to work shortly after this. Four more were put to work this afternoon.

HEART-BREAKING SCENES TAKE PLACE IN HOSPITAL AFTER TRAGEDY

CHICAGO, July 24.—Screaming and sobbing women, moaning men and children in a hospital, filled the Iroquois Memorial Hospital 30 minutes after the steamer Eastland overturned.

The worst cases first, was the order the head physician of the hospital gave when the first batch of injured was brought in. Several died as they were being carried to the operating rooms.

"My sister," she screamed. "My poor sister. You ahnt do anything for me until you find her."

"MY FACE SEEMED TO TOUCH MUD AT BOTTOM," SAYS RESCUED GIRL. CHICAGO, July 24.—Survivors of the Eastland horror in the Chicago River today told gruesome tales, filled with fearful details, in relating their experiences.

She was on the top deck with two girl companions when we felt the ship going over. The great mass of people behind us slid toward us and literally shoved us over into the water. We could not resist, down in the water until my face seemed to touch the mud on the bottom.

"After what seemed to be an age, I felt myself on top of the water. I was dragged ashore and in a moment I was dragged ashore. My two companions, May and Esther Price, I think, were drowned."

"I leaped into a tug that pulled alongside and clung to a port hole," said Zwaska. "A woman was sitting in a chair with water up to her neck."

"She was drowned. Firemen and tugmen chopped the hole bigger and let me down. Everybody who was hauled out was dead. Lots of people on the Clark street bridge threw life preservers to us, but most of them floated away."

"I climbed into the hold and worked with the firemen and tugmen until it became so suffocating I could not breathe and we were saved by other rescuers."

GIRL D. RESCUES TWO OTHERS. Alice Stieskiel, 17, who was thrown into the water, saved two girls and nearly lost her life attempting to save a third. Herself an expert swimmer, Miss Stieskiel struck out and took one young girl as she was being sucked back into the whirlpool and dragged her to safety.

Peter Veban, a survivor, saw his sweetheart, Mary Kesi, carried to her death despite his efforts to save her.

"We were on the starboard side of the boat and slid to the port side when the list came and capsize us," said Veban. "Scores of chairs and tables piled upon us and forced us apart. One chair struck Mary on the head. She was unconscious when she fell into the water. I tried my best to get her, but she disappeared. I searched about in the water for her, but she disappeared."

Miss Margie, one of the girls who was saved, praised the action of the men on board the steamer.

"The men were everywhere trying to help the women," she said. "Truly they proved their courage and kindness. It was another case of 'Women and children first' that was a chance to be saved. I am sure that the men will be remembered for their bravery."

CHICAGO MAYOR ISSUES PROCLAMATION TO CITIZENS

CHICAGO, July 24.—W. R. Moorehouse, acting Mayor of Chicago, issued the following proclamation today on account of the Eastland disaster:

"To the citizens of Chicago: The police and fire departments are making every effort to aid in the rescue of the Eastland and its passengers. Large numbers of excursionists are dispatched to the vessel. A systematic check of the names of all the persons saved is being kept and as soon as possible the families of those who are rescued. The same is true of the dead. All available employees of the city government whom it is thought can render assistance have been ordered to the scene."

EASTLAND WAS LONG CONSIDERED UNSAFE

CLEVELAND, O., July 24.—The steamer Eastland, which sank in the Chicago River today, formerly was owned in this city by the Eastland Navigation Company and operated between here and Cedar Point. She had been considered unsafe, owing to the fact that she was "top-heavy and unsteady."

On one occasion she ran into the break-wall and remained outside all night with large numbers of excursionists on board. On two other occasions she ran aground, but was floated after tugs were sent to the rescue. She was sold to a Chicago company in June, 1914.

INCREASED CAPACITY MADE BOAT UNSAFE

PORT HURON, Mich., July 24.—The steamer Eastland was constructed at this port by the Jenks Shipbuilding Company in 1902. At that time she was considered one of the finest vessels on the lake.

Engineers here declared today that as originally designed and built the boat was unusually safe, but they declared changes had been made later at the request of the owners and more upper works were added to increase her passenger accommodations.

TERRIBLE PANIC SEIZES UNFORTUNATES ON BOAT. CHICAGO, July 24.—According to Rosa H. Geeting, a commission lineowner, who was a passenger on the Eastland, the panic on the boat went under was indescribable.

"The boat swung several times unsteadily," said Geeting, "before the final dip. It was at that last terrible lurch that every one at once seemed to grasp what was happening. The screaming and shouting of the women was heard almost all of their clothing torn off before they could get to the rail or a port hole to jump."

There were also terrible scenes enacted about stations and every stable upright on the upper deck as men and women fought to get hold. Even after the boat settled on her side there was struggling on the slippery upturned side-planks. There must have been at least 15 or 20 of them, and ages who were literally pushed off to their deaths who might have been saved if they had heeded the calls from Captain Pederson and other ship's officers to remain quiet."

COMPANY'S STATEMENT SAYS BOAT HAD AUTHORIZED LOAD

CHICAGO, July 24.—M. K. Greenbaum, general manager of the Indiana Transportation Company, which chartered the Eastland for today's excursion, issued the following statement at noon today:

"Today's load of all passenger boats was under the personal supervision of R. H. McCrary, Deputy Collector of Customs and a Federal officer. He was assisted by several checkers, two of whom stood at the main gangway over which the passengers were admitted."

"When 2500 passengers, allowed by the Government, had gone aboard further loading was stopped. These checkers have automatic counting machines and check against each other."

"Exactly 2500 persons, most of them women and girls and small children, were aboard the Eastland," said McCrary. "I personally stopped any more from crossing the gangplank when our tally machines showed 2500. I will not express my opinion as to the cause of the accident until the official inquiry begins."

U. S. LIFE-SAVING CORPS RESCUED MANY PASSENGERS

Captain Carland and His Men Drew Hundreds From the Water. CHICAGO, July 24.—Captain Charles Carland, head of the United States life-saving crew stationed at the head of the Chicago River, was one of the first on the scene of the Eastland disaster. With a rescue cutter he and his men worked for an hour picking up drowning persons and to their efforts several hundred passengers on the ill-fated steamer owe their lives.

HINDENBURG OPENS BOMBARDMENT OF NAREW FORTS NORTH OF WARSAW

Continued from Page One. Other hand official dispatches report General Mackensen making steady progress toward the Lublin-Chelm Railway, which may already be in the hands of the Austro-Germans.

BATTLE ON THREE FRONTS RAGES FOR MASTERY OF WARSAW FIELD

LONDON, July 24.—Intrenched behind their strong immediate defenses guarding Warsaw, the Russians are checking the swift progress which has brought the three great armies of Austro-Germans almost to the Polish capital.

Fighting of tremendous violence is going on along the Lublin-Chelm railway, on the Vistula and along the Narew. Behind the Russian barriers formed by the two rivers the Russians have constructed defenses which, despite the lack of ammunition among the Czar's troops, are most difficult to overcome.

GOV. DUNNE PROMISES MORE STRINGENT SAFETY LAWS

Illinois Executive, at Exposition, Shocked by News of Tragedy. SAN FRANCISCO, July 24.—Governor E. F. Dunne, of Illinois, upon learning of the Eastland disaster in Chicago, said nothing but so shocked him in years.

"That is terrible news," said the Illinois Executive. "I cannot understand how such a tragedy could have occurred. My exposition trip is marred by this sad affair. We have laws in Illinois against the overcrowding of lake steamboats and the carrying of more passengers than the capacity of the vessel."

One result of this tragedy undoubtedly will be the more rigid enforcement of the laws regulating the loading of passenger ships and the carrying of more passengers than the capacity of the vessel."

GERMANS MASS GREAT FORCES FOR NEW DRIVE AGAINST VERDUN FORTS

French Report Severe Fighting in Vosges and Argonne—Foes' Attacks Repulsed—Gain Trench in Le Pretre Forest. LONDON, July 24.—The Germans are massing troops at St. Mihiel to launch a new drive at Verdun, according to official reports received here. The official communications do not give any hint of such a concentration, but the military experts consider it likely, in view of the Crown Prince's recent attempt to weaken the French hold on Verdun.

Severe fighting continues in the Argonne and in the Vosges, but no gains of consequence were reported today. The Germans tried to win back ground they lost on the heights of Metz. Although they were successful in their attack on one of the heights, a counter-attack drove them out. The French claim they have gained a foothold in the trenches in Le Pretre Forest, which they lost recently. The bombardment of Fort-a-Mousson is reported by both sides.

The official statement issued by the French War Office last night says: "Today it was comparatively quiet along the whole front."

"Some shells were fired on the suburbs of Soissons and on Rheims. Between the Oise and Aisne, in the region of Quenoyville and on the plateau of Mousson, on the right bank of the Aisne near Soupir, and on the Champagne front several artillery actions also were reported."

In the Argonne there was rifle and gun firing in the region of Bagatelle, where one of our companies succeeded yesterday in seizing part of an enemy trench, thus strengthening the front to our advantage."

PONT-A-MOUSSON BOMBARDED. Pont-a-Mousson was intermittently bombarded during the night. In the region of Arracourt a strong hostile reconnoitering force supported by artillery was turned back by our infantry and artillery.

The enemy's attack against our positions southward of the Fave was easily repulsed. "The positions we had won to the east of Metz, on the crest of the Linee Nord-Sud, were subjected to a very violent bombardment. The enemy momentarily succeeded in penetrating part of our line, but was driven out by an energetic counter attack on our part."

In the forest of Le Pretre in the course of last night we regained a footing in the line of trenches previously lost. Two German counter attacks were repulsed with considerable losses to the enemy.

"One of our air fighting squadrons, operating on bombardment duties yesterday evening dropped 28 shells on the railway station at Conflans, in Jarny, and forced two German aeroplanes to alight in their lines."

LE PRETRE ATTACK FAILS. The communication given out by the Berlin War Office today said: "The night's hand grenade attacks of the enemy north and northwest of Souchez were repulsed in the Champagne district. The enemy successfully blew up the mines and occupied the borders of the openings thus made."

In the forest of Le Pretre a French night attack against the German fighting is proceeding. An attack by the enemy against the Lingepok-Barrenkopf line north of Munster was repulsed after severe fighting. The German attack against the positions of the Bavarians and Mecklenburg chassateurs. We captured two officers and 64 Alpine troops."

"A French attack against Reich-Ackerkolk also was successful. Near Metzeral we ejected the French from their advanced positions, which, according to our plan, we evacuated in order to avoid losses."

"As a reprisal for the repeated bombardment of Thiescourt and other places between the Meuse and the Moselle our artillery yesterday bombarded Pont-a-Mousson."

REPUSE OF GERMANS IN VOSGES REPORTED. PARIS, July 24.—Fighting in the Vosges mountains is the only activity chronicled in the official communication of the French war office today. According to this statement the Germans were repulsed at every point.

The text of the official communique follows: "The night was calm on the entire front, except in the Vosges mountains, where the enemy has made several attacks at the Reich Ackerkolk Mountain and on the heights to the east of Metzeral. The Germans have been repulsed everywhere."

MEXICO CITY'S SILENCE ALARMS WASHINGTON

Washington, July 24.—As a result of the complete lack of news from Mexico City for five days, the Mexican situation today again began to assume an air of tension. Both the State Department and the local agencies of the various revolutionist factions are in complete ignorance as to what has taken place in the capital since its occupation by the Zapata forces.

The silence is believed to cloak military operations which may be of the greatest importance. General Gonzalez, with his Carranza army, military observers think, may already be battling with the "Flying column" of Villa, whose descent from the north caused him hurriedly to abandon the capital in order to save his command.

Neither the Carranza officials at Vera Cruz nor the Villa headquarters in the north have heard any reports from the battle assumed to be in progress, although such expressions confidence in outcome. In diplomatic as well as in government circles there is much uneasiness. No one knows how much reliance to place on Zapata, but it is assumed that the diplomatic corps in Mexico City will try to get in touch with the Carranza forces.

MACKENSEN DELIVERS SLEDGE HAMMER BLOWS IN SOUTH

Field Marshal von Mackensen, operating between the Bug and the Vistula, continues his sledge-hammer blows against the Polish line of the Russians, driving them northward from the city of Lublin. His immediate objectives are Sulejow, Travnik, Vozylow, and the Vistula. Sulejow is 12 miles south-west of Lublin.

Of only slightly less importance in this region are the battles on the Bug between the Austro-Germans and the Russians.

The neutral idea of the German campaign is assumed to be to obtain control of the Vistula line. With this strong auxiliary force, the German army might be able to see Russia in check with their heavy weight forces and then throw her entire weight against France.

Keeping in Touch With Home. You never quite forget the home town, even as you forget the most enjoyable vacation. Keep in touch with home affairs by sending to the Editor before you leave to send your paper to you. Specify the edition desired.

U. S. WILL DECIDE FUTURE COURSE BY GERMANY'S ACTS

Deeds and Not Words Wanted by Washington From Kaiser; Answer Unnecessary. Berlin Must Decide to Grant or Refuse Demands for Safety of Neutrals on High Seas No Middle Course Open. Firm Tone of Reply Pleases Officials and People—Government Ready to Enforce International Law Affecting Lives of Americans—Administration Hopeful.

WASHINGTON, July 24.—The matter now is in the hands of Germany. Future relations between the Berlin and Washington Governments depend on Germany's action, not its words. This, in effect, summarizes the view of official Washington, following publication of the latest American note on the Lusitania horror and Germany's submarine warfare. There is an air of calm waiting in government circles for advice from Berlin telling of the impression created there by the note.

The American reply—the third and probably last on the Lusitania case—is regarded here as an able and vigorous State paper, but at the same time friendly. Germany is informed in language as plain as diplomatic usage will permit that her note of July 8 was "unsatisfactory," that the United States cannot accept the counter proposals made in that communication, and this Government cannot concede one whit from its former position regarding the rights of neutrals at sea.

SERIOUS CONSEQUENCES. The closing paragraph of the American reply says that if Germany's action is such that the United States is forced to take serious action, the United States will be obliged to take such action as may be necessary to protect the lives of its citizens.

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